

# UNIVERSITY REGION

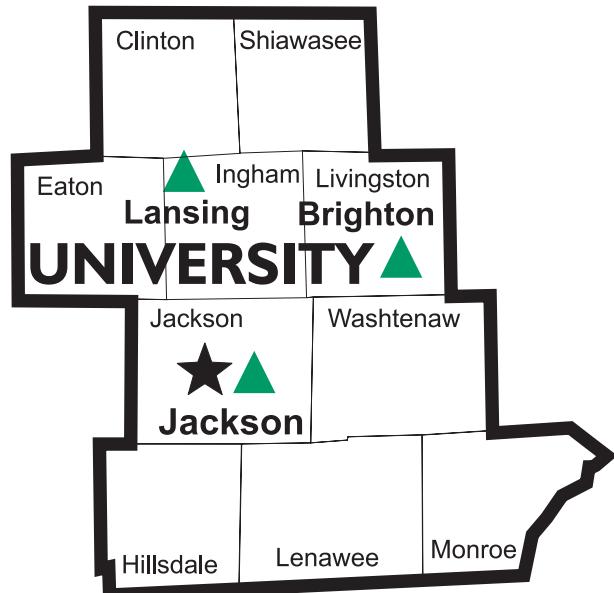
The University Region serves ten counties in the heart of south-central Michigan: Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. Its central location makes it the "crossroads" of the lower peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127/US-27) that pass through the region as part of the national network of highways that supports commerce and international trade. Three Transportation Service Centers (TSC) conduct the core business activities of the department in the region - the Brighton TSC, responsible for Livingston, Washtenaw and Monroe counties, the Lansing TSC, covering Clinton, Eaton, Ingham and Shiawassee counties, and the Jackson TSC, which serves Jackson, Hillsdale, and Lenawee counties.

The University Region is home to the state capital and governmental functions, numerous institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University, industrial and commercial centers, and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for MDOT to continually find better ways to understand and meet their most important needs.

## Past Accomplishments

Over the past several years, the University Region's focus has been on improving the freeway system condition and other high-volume commercial routes. Major improvement projects have been constructed on I-94, I-69, US-23, M-14, US-223 and I-496 in record time and with minimal delays to motorists using innovative contracting methods and incentives for early completion. With the completion of three other major freeway reconstruction projects on I-96 (west side of Lansing in 2002), US-127 (east side of Jackson in 2002) and US-23 (by Dundee in Monroe County in 2003), the region's freeway system condition will have met its share of the state's goal of having 95 percent of freeways in good condition. The University Region has invested more than \$340 million dollars on road and bridge rehabilitation and repair projects over the last three years.

Perhaps the most significant accomplishment of the 2001 construction season was the improvement of I-496 through the heart of downtown Lansing. The \$45 million dollar project reconstructed ten bridges, rehabilitated 22 bridges,



reconstructed two miles of freeway, repaired and improved the ride quality of seven miles of freeway, reconfigured the I-96BL (Cedar Street) interchange, and added a merge-weave lane between the US-127 and Pennsylvania Avenue interchange ramps - all in only five months. It was a classic example of the corridor approach to highway construction described below. The project, which closed the central artery for the Lansing area, caused only minimal disruption for travelers, due to extensive public involvement, communication efforts, and the use of temporary Intelligent Transportation Systems technology to monitor traffic flow. The project's success can clearly be attributed to the strong partnerships established among MDOT and the key stakeholders of the project, including the city of Lansing, General Motors, the Chamber of Commerce, Principal Shopping District businesses, emergency service providers, and the neighborhoods adjacent to the freeway.

Over the next several years, the University Region's program focus is shifting to address the non-freeway system needs. With the funding provided through Governor Engler's *Build Michigan II* program in 1997, not only can many more miles of rural non-freeway improvements be constructed, infrastructure needs in the urban centers of the region can be addressed as well. In 2001, M-71 (McNeil and Shiawassee Streets) in the city of Corunna was reconstructed. Through cooperative efforts with the local community, Transportation Enhancement funds were secured to construct streetscape improvements at the same time. Also in 2001, portions of M-50 on the west side of Monroe were reconstructed. Over the next several years, similar reconstruction projects are planned for portions of M-21 (Main Street) and M-71 (Water Street) in Owosso, M-43 (Grand River Avenue) through Williamston, Williamstown and Meridian Townships, M-50 (West Avenue) in Jackson, M-52 (Main Street) through Perry, M-50 (Main Street) through

Brooklyn, portions of the Capitol Loop (Allegan and Ottawa Streets, Grand and Michigan Avenues) in Lansing, M-36 in Pinckney, and I-69BL (Lansing Road) in Charlotte. All of these projects will provide long term benefits to their respective communities, not only fixing pavement condition but addressing other infrastructure needs such as sewers and water mains as well. All these projects require a renewed emphasis on community involvement in the planning, development and construction of the projects, to ensure that community needs are met and that construction impacts are minimized.

MDOT's University Region will continue to concentrate on addressing those condition needs that are matched with needs for safety, operational and capacity improvements. Specific studies are ongoing for the improvement of the M-59 corridor in Livingston County between I-96 and US-23 and the I-94 corridor in the Jackson urban area from M-60 to Sargent Road.

## Five Year Road & Bridge Program

Being on the fringe of the Metropolitan Detroit area, parts of the University Region are among the fastest growing in all of Michigan. Special attention will be given to improving operations and maximizing the capacity of the existing highways. Operational improvements are slated in this five year program for the interchanges of I-94 at Zeeb Road, I-94 at Baker Road, US-23 at M-59, and US-23 at Plymouth Road. In addition, region and TSC staff are working proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and to get the most out of the current surface transportation system.

Consistent with the State Transportation Commission Policy, region and TSC staff are proactively investigating opportunities to improve the aesthetics of our highways and bridges. When practical, aesthetic treatments are included in the design features of bridge structures and roadsides. In the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements. Specific improvements are planned for highly visible areas of the region, including major freeway interchanges and entryways into the state from Ohio.

## Corridor Improvement Strategies

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and

repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

## Capacity Improvements and New Roads

**I-94/Zeeb Road and I-94/Baker Road Interchanges.** Construction of improvements at I-94/Zeeb Road interchange are scheduled for 2002. Design activities are under way for interchange improvements at I-94/Baker Road and construction will follow after the completion of the Zeeb Road Interchange. Right-of-way at the Baker Road interchange will be acquired during 2002. The interchange projects are a cooperative effort among the Scio Township Downtown Development Authority, the Washtenaw County Road Commission, and MDOT to share costs for these improvements.

**I-96/Pleasant Valley Road Interchange, Livingston County.** Due to potential residential right-of-way constraints and impacts to wetlands, plans for environmental clearance activities have been put on hold while other alternatives are investigated.

**M-43, from Dobie Road to Cornell Road.** Design is now complete for the reconstruction and widening of M-43, from Dobie Road to Cornell Road in Ingham County. The reconstructed roadway will be widened to five lanes. Construction is scheduled for 2002.

**M-50, from Boardman Road to North Street.** M-50 will be widened from four to five lanes, providing a center turn lane, in order to alleviate the observed crash problem along this commercial corridor and improve access to adjacent properties. The city of Jackson is committed to providing all necessary right of way for this project. The project will be constructed in 2002.

**M-59, from I-96 to US-23.** Environmental clearance activities have been under way since 2000 and will continue into 2002 for widening this segment of M-59. The improvement is likely to be a boulevard cross section with intermittent five-lane cross sections to avoid environmentally sensitive areas and historical buildings. Right-of-way preservation

has been under way for several years to protect this rapidly developing corridor. Construction is expected to begin in 2005. The governor's *Build Michigan III* program has provided funding for the segment from Michigan Avenue to west of US-23.

**US-23/M-59 in Livingston County.** Improvements to the interchange are tentatively scheduled for construction in 2004. A Single Point Urban Interchange (SPUI) is the selected alternative. Environmental clearance has been obtained and the design phase will begin in 2002.

## Research

**I-75 BL in Monroe.** This study is being conducted to establish an I-75 Business Loop in Monroe County through the city of Monroe along existing roads by upgrading those roads to meet state standards as necessary. The early preliminary engineering study is scheduled to begin in 2002 and will address the new design route and the recommended upgrades.

**I-94, M-60 to Sargent Road.** In 2000, MDOT initiated a freeway modernization study of the I-94 corridor through Jackson. The intent of this study is to establish a corridor improvement strategy that examines existing and future road and bridge needs and recommend a plan of action for modernizing and ultimately widening the I-94 freeway throughout the urban area. The study is scheduled to be completed in 2002, at which time design activities will begin.

**I-96/Latson Road/Lake Chemung area interchange.** This project will improve access on I-96 east of Howell through an improved Lake Chemung interchange combined with a new interchange at Latson/Nixon Roads. Design began in 2001 and will continue in 2002. Funding for additional project phases has not been identified and cost sharing agreements will be sought.

**US-12, Saline east city limits to Munger Road.** US-12 from Saline to Munger Road is proposed for future improvement. Congestion is increasing due to rapid development in the metropolitan areas of Ann Arbor and Ypsilanti. MDOT is currently working with local communities and citizens' groups to evaluate a potential widening. The environmental assessment, expected to be complete in 2003, will determine

the appropriate improvement.

**US-23/M-14 in Ann Arbor to I-96 in Brighton.** Early preliminary engineering began in 2001 and will continue through 2004 for capacity improvements to US-23 between M-14 in Ann Arbor and I-96 in Brighton. This four-lane freeway was identified as a priority for capacity improvements in a 1999 study of all freeways in Washtenaw County. The governor's *Build Michigan III* program has provided funding for study and design activities.

**US-127, north of St. Johns to Ithaca.** The development of a plan for improvements on US-127 north of St. Johns to Ithaca in Clinton and Gratiot Counties is currently under way. A two-year study to develop the most efficient plan that complies with an existing approved FHWA Environmental Impact Statement is nearing completion. Design activities will begin this year to identify right-of-way requirements necessary for corridor preservation. No construction funds have been identified and no construction dates have been targeted.

## 2002-2006 FIVE YEAR PLAN

### **University Region**

		<b>Repair and Rebuild Roads</b>														
UNIVERSITY REGION	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK			LENGTH			2002			2003			
COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK			LENGTH			2002			2003			
CLINTON	M-21		PEWAMO EAST CITY LIMITS TO ST. JOHN'S WEST CITY LIMITS	ROAD - RESURFACE, GUARDRAIL & CULVERTS			13.430						CON			
CLINTON	M-21		M-21 OVER DALLAS AND BENGAL DRAIN	BRIDGE - CULVERT REPLACEMENT			0.000						CON			
CLINTON	M-21		M-21 OVER KNEELAND DRAIN	BRIDGE - CULVERT REPLACEMENT			0.000						CON			
CLINTON	M-21		M-21 OVER SOUTH FORK OF HAYWORTH CREEK	BRIDGE - CULVERT REPLACEMENT			0.000						CON			
CLINTON	M-21		US-27BR TO CLINTON EAST COUNTY LINE	ROAD - MILL AND RESURFACE			9.340						CON			
CLINTON	M-21		OVER LOST CREEK	BRIDGE - APPROACH WORK									CON			
CLINTON	M-21		M-21 OVER LOST CREEK	BRIDGE - BRIDGE REPLACEMENT			0.000						CON			
CLINTON	M-21	BM III	WEST OF ST. CLAIR ROAD TO SHEPHERDSVILLE	PASSING RELIEF LANES			1.491						CON			
CLINTON	M-21		OVER LITTLE MAPLE RIVER	BRIDGE - APPROACH WORK									CON			
CLINTON	M-21		M-21 OVER LITTLE MAPLE RIVER	BRIDGE - SUPERSTRUCTURE REPLACE			0.000						CON			
CLINTON	US-27BR		OVER CM RAILROAD, ST. JOHNS	BRIDGE - APPROACH WORK									CON			
CLINTON	US-27BR		US-27 BR OVER CM RAILROAD	BRIDGE - BRIDGE REPLACEMENT			0.000						CON			
CLINTON	US-27BR (NORTH EAST STREET)		SOUTH OF LAKE LANSING ROAD TO I-69, LANSING	ROAD - RESURFACE, MILL AND PULVERIZE			4.120			CON						
EATON	I-496		UNDER GREYT'S ROAD (NORTHBOUND)	BRIDGE - APPROACH WORK									CON			
EATON	I-496		CREYT'S ROAD NORTHBOUND OVER I-496	BRIDGE - OVERLAY			0.000						CON			
EATON	I-496		UNDER SNOW ROAD	BRIDGE - APPROACH WORK									CON			
EATON	I-496		SNOW ROAD OVER I-496	BRIDGE - DECK REPLACEMENT			0.000						CON			
EATON	I-69 BL		I-69 BR OVER BUTTERNUT CREEK	BRIDGE - CULVERT REPLACEMENT			0.000						CON			
EATON	I-69 BL (LANSING ROAD)		M-50 TO SOUTHBOUND I-69	ROAD - RECONSTRUCT			1.451						CON			
EATON	I-96		M-43 TO LANSING ROAD PLUS 16 BRIDGES	ROAD - RECONSTRUCT EXISTING, NO WIDEN			4.588						CON			
EATON	I-96		I-96 WESTBOUND OVER GTW RAILROAD	BRIDGE - OVERLAY - DEEP			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER GTW RAILROAD	BRIDGE - OVERLAY - DEEP			0.000						CON			
EATON	I-96		I-96 WB OVER GRAND RIVER AND BILLWOOD HIGHWAY	BRIDGE - OVERLAY - DEEP			0.000						CON			
EATON	I-96		I-496 RAMP OVER I-96	BRIDGE - OVERLAY - DEEP			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER M-43	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 WESTBOUND OVER M-43	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		AURELIUS ROAD OVER I-96	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER I-96BL RAMPS	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 WESTBOUND OVER I-96BL RAMPS	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER CEDAR STREET	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 WESTBOUND OVER CEDAR STREET	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER M-99	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 WESTBOUND OVER M-99	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		ST. JOSEPH HIGHWAY OVER I-96	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 EASTBOUND OVER I-96BL	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		I-96 WESTBOUND OVER I-96BL	BRIDGE - SUPERSTRUCTURE REPAIR			0.000						CON			
EATON	I-96		FOUR BRIDGES ON I-96, EATON COUNTY	BRIDGE - APPROACH WORK			0.000						CON			

## 2002-2006 FIVE YEAR PLAN

### **University Region**

#### **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
EATON	I-96		CREYTS ROAD OVER I-96 EASTBOUND	BRIDGE - OVERLAY - DEEP	0.000	CON				
EATON	I-96		CREYTS RD OVER I-96 WESTBOUND	BRIDGE - OVERLAY - DEEP	0.000	CON				
EATON	I-96		I-96 WESTBOUND OVER I-96	BRIDGE - DECK REPLACEMENT	0.000	CON				
EATON	I-96		I-96 EB OVER GRAND RIVER AND BILLWOOD HIGHWAY	BRIDGE - OVERLAY - DEEP	0.000	CON				
EATON	I-96	BM III	UNDER MILLETT ROAD	BRIDGE - APPROACH WORK		CON				
EATON	I-96	BM III	MILLETT ROAD OVER I-69	BRIDGE - WIDEN, REPLACE DECK, ADD LANES	0.000	CON				
EATON	I-96	BM III	MILLETT ROAD OVER I-96	BRIDGE - WIDEN, REPLACE DECK, ADD LANES	0.000	CON				
EATON	I-96	BM III	OVER CANAL ROAD	BRIDGE - APPROACH WORK		CON				
EATON	I-96	BM III	I-96 WESTBOUND OVER CANAL ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
EATON	I-96	BM III	I-96 EASTBOUND OVER CANAL ROAD	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
EATON	I-96		OVER LANSING ROAD	BRIDGE - APPROACH WORK		CON				
EATON	I-96		I-96 WESTBOUND OVER OLD US-27 (LANSING ROAD)	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
EATON	I-96		I-96 EASTBOUND OVER OLD US-27 (LANSING ROAD)	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
EATON	M-43		OVER SEBEWA DRAIN	BRIDGE - APPROACH WORK		CON				
EATON	M-43		M-43 OVER SEBEWA DRAIN	BRIDGE - SUPERSTRUCTURE REPLACE	0.000	CON				
EATON	M-43 (GRAND LEDGE HIGHWAY)		M-66 TO ROXLAND TOWNSHIP LINE	ROAD - JOINT REPAIR AND RESURFACE	6.030	CON				
HILSDALE	M-34 (HUDSON ROAD)		M-39 TO US-127	ROAD - COLD-IN-PLACE RECYCLE AND RESURFACE	10.598	CON				
HILSDALE	M-49		OVER SAND CREEK, HILSDALE COUNTY	BRIDGE - APPROACH WORK		CON				
HILSDALE	M-49		M-49 OVER SAND CREEK	BRIDGE - CULVERT REPLACEMENTS	0.000	CON				
HILSDALE	M-49		M-49 OVER BRANCH OF SAND CREEK	BRIDGE - CULVERT REPLACEMENTS	0.000	CON				
HILSDALE	M-49		OVER SAND CREEK, HILSDALE COUNTY	BRIDGE - CULVERT REPLACEMENTS	0.000	CON				
HILSDALE	US-127 (MERIDIAN ROAD)		M-34 TO SOUTH OF CHURCH ROAD TO HUDSON	ROAD - RESURFACE AND GUARDRAIL	5.070	CON				
INGHAM	CAPITOL LOOP (CAPITOL LOOP)		BETWEEN MARTIN LUTHER KING BOULEVARD AND LARCH	ROAD - RECONSTRUCT	1.201	CON				
INGHAM	I-69BL (SAGINAW STREET)		EAST OF HAGADORN TO OLD M-78, EAST LANSING	ROAD - JOINT REPAIR AND RESURFACE	3.227	CON				
INGHAM	M-43EB		OVER GRAND RIVER, IN LANSING	BRIDGE - APPROACH WORK		CON				
INGHAM	M-43EB		M-43 EASTBOUND OVER GRAND RIVER	BRIDGE - MISCELLANEOUS REHABILITATION	0.000	CON				
INGHAM	M-43EB		M-43 WESTBOUND OVER GRAND RIVER	BRIDGE - MISCELLANEOUS REHABILITATION	0.000	CON				
INGHAM	M-99		OVER GRAND RIVER AND GTW RAILROAD	BRIDGE - APPROACH WORK		CON				
INGHAM	M-99		M-99 NORTHBOUND OVER GTW RAILROAD AND GRAND RIVER	BRIDGE - JOINT REPLACEMENT	0.000	CON				
INGHAM	M-99		M-99 SOUTHBOUND OVER GTW RAILROAD AND GRAND RIVER	BRIDGE - JOINT REPLACEMENT	0.000	CON				
INGHAM	US-127		SOUTHBOUND AND NORTHBOUND OVER CONRAIL, INGHAM COI	BRIDGE - APPROACH WORK		CON				
INGHAM	US-127		US-127 SOUTHBOUND OVER CONRAIL	BRIDGE - MISC REHABILITATION	0.000	CON				
INGHAM	US-127		US-127 NORTHBOUND OVER CONRAIL	BRIDGE - MISC REHABILITATION	0.000	CON				
INGHAM	US-127		UNDER MASON-HOWELL ROAD	BRIDGE - APPROACH WORK		CON				
INGHAM	US-127		MASON-HOWELL ROAD OVER US-127	BRIDGE - OVERLAY - DEEP	0.000	CON				
INGHAM	US-127		UNDER HARPER ROAD	BRIDGE - APPROACH WORK		CON				
INGHAM	US-127		HARPER RD OVER US-127	BRIDGE - MISC PREVENTIVE MAINTENANCE	0.000	CON				

## 2002-2006 FIVE YEAR PLAN

### **University Region**

#### **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
INGHAM	US-127		UNDER HOLT ROAD	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127		HOLT ROAD OVER US-127	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-127 NB		OVER WILLOUGHBY ROAD	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127 NB		US-127 NORTHBOUND OVER WILLOUGHBY ROAD	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-127 NB		OVER COLLEGE ROAD	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127 NB		US-127 NORTHBOUND OVER COLLEGE ROAD	BRIDGE - OVERLAY - SHALLOW	0.000				CON	
INGHAM	US-127 NB		OVER SYCAMORE CREEK	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127 NB		US-127 NORTHBOUND OVER SYCAMORE CREEK	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-127 SB		OVER WILLOUGHBY ROAD	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127 SB		US-127 SOUTHBOUND OVER WILLOUGHBY ROAD	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-127 SB		OVER COLLEGE ROAD	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127 SB		US-127 SOUTHBOUND OVER COLLEGE RD	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-127SB		OVER SYCAMORE CREEK	BRIDGE - APPROACH WORK					CON	
INGHAM	US-127SB		US-127 SOUTHBOUND OVER SYCAMORE CREEK	BRIDGE - OVERLAY - DEEP	0.000				CON	
INGHAM	US-27BR		US-27 OVER CSX RAILROAD AND WESTBOUND I-96 BL	BRIDGE - MISCELLANEOUS REHABILITATION	0.000				CON	
JACKSON	I-94		UNDER WHIPPLE ROAD	BRIDGE - APPROACH WORK					CON	
JACKSON	I-94		WHIPPLE ROAD OVER I-94	BRIDGE - MISC PREVENTIVE MAINTENANCE	0.000				CON	
JACKSON	I-94BL		OVER GRAND RIVER, JACKSON	BRIDGE - APPROACH WORK					CON	
JACKSON	I-94BL		I-94BL, US-127BR, M-50 OVER GRAND RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	
JACKSON	I-94BL		I-94BL, US-127BR, M-50 OVER GRAND RIVER	BRIDGE - OVERLAY					CON	
JACKSON	I-94 WB		GRASS LAKE REST AREA	REST AREA - BUILDING REPLACEMENT					CON	
JACKSON	M-106		OVER PORTAGE RUN DRAIN	BRIDGE - APPROACH WORK					CON	
JACKSON	M-106		M-106 OVER PORTAGE RUN DRAIN	BRIDGE - SUPERSTRUCTURE REPLACE	0.000				CON	
JACKSON	M-106 (BUNKER HILL ROAD)		SOUTH OF ELLIOT STREET TO BUNKER HILL ROAD	ROAD - COLD-IN-PLACE RECYCLE AND RESURFACE	7.790				CON	
JACKSON	M-106 (PLUM ORCHARD ROAD)		BUNKER HILL ROAD TO STOCKBRIDGE SOUTH VILLAGE LIMITS	ROAD - COLD-IN-PLACE RECYCLE AND RESURFACE	9.211				CON	
JACKSON	M-50 (MAIN STREET)		RIVERSIDE STREET TO CHICAGO STREET	ROAD - RECONSTRUCT AND CENTER LEFT TURN L	0.660				CON	
JACKSON	M-50 (MAIN STREET)		CHICAGO STREET TO M-124	ROAD - RECONSTRUCT AND CENTER LEFT TURN L	0.470				CON	
JACKSON	M-50 / US-127 BR		OVER GRAND RIVER	BRIDGE - APPROACH WORK					CON	
JACKSON	M-50 / US-127 BR		M-50, US-127 BR OVER GRAND RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
JACKSON	US-127		M-50 TO EAST JUNCTION OF I-94, JACKSON	ROAD - RECONSTRUCT EXISTING, NO WIDEN	6.090				CON	
JACKSON	US-127		EAST SOUTH STREET OVER US-127	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
JACKSON	US-127		US-127 NORTHBOUND OVER CONRAIL	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000				CON	
JACKSON	US-127		US-127 SOUTHBOUND OVER CONRAIL	BRIDGE - SUPERSTRUCTURE REPLACEMENT	0.000				CON	
JACKSON	US-127		US-127 NORTHBOUND OVER I-94BL	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
JACKSON	US-127		US-127 SOUTHBOUND OVER CONRAIL AND M-50	BRIDGE - PAINTING COMPLETE	0.000				CON	
JACKSON	US-127		US-127 SOUTHBOUND OVER CONRAIL AND M-50	BRIDGE - PAINTING COMPLETE	0.000				CON	

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#### **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
JACKSON	US-127		PAGE ROAD OVER US-127	BRIDGE - MISCELLANEOUS REHAB/REPLACE	0.000	CON				
JACKSON	US-127		UNDER NORTHBOUND M-50	BRIDGE - APPROACH WORK					CON	
JACKSON	US-127		M-50 NORTHBOUND OVER US-127	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
JACKSON	US-127	BM II	M-50 SOUTHBOUND OVER GRAND RIVER	BRIDGE - WIDEN-MAINTAIN LANES	0.000	CON				
JACKSON	US-127	BM II	US-127 NOT USED OVER GRAND RIVER	BRIDGE - WIDEN-MAINTAIN LANES	0.000	CON				
LENAWEE	M-34		M-156 TO BEECHER ROAD	ROAD - COLD-IN-PLACE RECYCLE AND RESURFACE	5.672					CON
LENAWEE	M-34 (BEECHER STREET)		OVER SOUTH BRANCH RAISIN RIVER	BRIDGE - APPROACH WORK					CON	
LENAWEE	M-34 (BEECHER STREET)		M-34 OVER SOUTH BRANCH OF RAISIN RIVER	BRIDGE - OVERLAY - SHALLOW	0.000				CON	
LENAWEE	M-52 (SOUTH ADRIAN HIGHWAY)		PINE STREET TO US-223, FAIRFIELD AND JASPER	ROAD - RUBBLIZE & RESURFACE	5.541				CON	
LENAWEE	M-52 (SOUTH ADRIAN HIGHWAY)		VALLEY ROAD TO M-50	ROAD - MILL AND RESURFACE	4.850				CON	
LENAWEE	M-52 (SOUTH ADRIAN HIGHWAY)		OHIO STATE LINE TO PINE STREET	ROAD - RUBBLIZE AND RESURFACE	5.413				CON	
LENAWEE	US-12		M-50 TO M-52	ROAD - MILL AND RESURFACE	11.153				CON	
LENAWEE	US-223 BR		US-223 BR NB OVER SOUTH BRANCH RAISIN RIVER	BRIDGE - SUBSTRUCTURE REPAIR	0.000				CON	
LIVINGSTON	I-96BL		OVER SOUTH BRANCH OF SHIAWASSEE RIVER	BRIDGE - APPROACH WORK					CON	
LIVINGSTON	I-96BL		I-96 BL OVER SOUTH BRANCH OF SHIAWASSEE RIVER	BRIDGE - OVERLAY	0.000				CON	
LIVINGSTON	I-96BL (GRAND RIVER)		M-59 TO GRAND OAKS DRIVE	ROAD - MILL AND RESURFACE	4.880				CON	
LIVINGSTON	I-96 EB		HOWELL REST AREA	REST AREA - BUILDING REPLACEMENT					CON	
LIVINGSTON	M-36 (MAIN STREET)		WEST VILLAGE LIMITS OF PINCKNEY TO DEXTER ROAD	ROAD - MILL AND RESURFACE	1.162				CON	
MONROE	I-75		UNDER STERNS ROAD	BRIDGE - APPROACH WORK					CON	
MONROE	I-75		STERNS ROAD OVER I-75	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
MONROE	M-125		OVER LITTLE SANDY CREEK AND BRANCH	BRIDGE - APPROACH WORK					CON	
MONROE	M-125		M-125 OVER LITTLE SANDY CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
MONROE	M-125		M-125 OVER BRANCH OF SANDY CREEK	BRIDGE - BRIDGE REPLACEMENT	0.000				CON	
MONROE	M-125 (SOUTH DIXIE HIGHWAY)		OHIO STATE LINE TO LUNA PIER ROAD PLUS CONNECTOR	ROAD - MILL AND RESURFACE, MINOR WIDENING	6.475				CON	
MONROE	M-50 (SOUTH CLUSTER ROAD)		ANN ARBOR ROAD TO LEWIS AVENUE	ROAD - MILL AND RESURFACE/RUBBLIZE AND RESU	6.351				CON	
MONROE	OLD US-223		OVER BELLE DRAIN	BRIDGE - APPROACH WORK					CON	
MONROE	OLD US-223		US-223 OVER BELLE DRAIN	BRIDGE - BRIDGE REPLACEMENT					CON	
MONROE	OLD US-223		STATE LINE TO US-223	ROAD - MILL, RESURFACE AND SHOULDERS	5.763				CON	
MONROE	US23		IDA CENTER ROAD TO NORTH OF M-50	ROAD - TEMP CROSS OVRS FOR 2003 RECONSTR	6.707				CON	
MONROE	US-23		IDA CENTER ROAD TO NORTH OF M-50 PLUS FIVE BRIDGES	ROAD - RECONSTRUCT AND FIVE BRIDGES	7.904				CON	
MONROE	US-23		US-23 NORTHBOUND OVER SOUTH BRANCH MACON RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	
MONROE	US-23		US-23 SOUTHBOUND OVER SOUTH BRANCH MACON RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	
MONROE	US-23		US-23 NORTHBOUND OVER MIDDLE BRANCH MACON RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	
MONROE	US-23		US-23 SOUTHBOUND OVER MIDDLE BRANCH MACON RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	
MONROE	US-23		US-23 OVER M-50	BRIDGE - OVERLAY	0.000				CON	
MONROE	US-23		NORTHBOUND AND SOUTHBOUND OVER RAISIN RIVER	BRIDGE - APPROACH WORK					CON	
MONROE	US-23		US-23 NORTHBOUND OVER RAISIN RIVER	BRIDGE - DECK REPLACEMENT	0.000				CON	

## 2002-2006 FIVE YEAR PLAN

### **University Region**

#### **Repair and Rebuild Roads continued**

COUNTY	ROUTE (NAME)	BM III	LOCATION	TYPE OF WORK	LENGTH	2002	2003	2004	2005	2006
MONROE	US-23		US-23 SOUTHBOUND OVER RAININ RIVER OVER HURON RIVER	BRIDGE - DECK REPLACEMENT BRIDGE - APPROACH WORK	0.000		CON			
MONROE	US-24		US-24 OVER HURON RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000	CON				
MONROE	US-24		LUNA PIER ROAD TO DUNBAR ROAD	ROAD - MILL AND RESURFACE	7.100		CON			
MONROE	US-24 (TELEGRAPH ROAD)		SHIAWASSEE RIVER TO EAST SHIAWASSEE COUNTY LINE	ROAD - MILL AND RESURFACE	8.251		CON			
SHIAWASSEE	I-69		WEST SHIAWASSEE COUNTY LINE TO CHESTNUT STREET	ROAD - MILL AND RESURFACE	8.150		CON			
SHIAWASSEE	M-21		M-21 OVER SHIAWASSEE RIVER	BRIDGE - MISCELLANEOUS BRIDGE CPM	0.000	CON				
SHIAWASSEE	M-21 (MAIN STREET)		M-52 TO GOULD STREET PLUS M-71	ROAD - RECONSTRUCT EXISTING, NO WIDEN	1.272	CON				
SHIAWASSEE	M-52		OVER SHIAWASSEE RIVER, OWOSO	BRIDGE - APPROACH WORK			CON			
SHIAWASSEE	M-52		M-52 OVER SHIAWASSEE RIVER	BRIDGE - BRIDGE REPLACEMENT	0.000		CON			
SHIAWASSEE	M-52 (MAIN STREET)		BATH ROAD TO BRITTON ROAD, PERRY	ROAD - RECONSTRUCT AND WIDENING	1.000	CON				
WASHTENAW	I-94		ZEEB ROAD REPLACEMENT REST AREA	REST AREA - NEW BUILDING			CON			
WASHTENAW	I-94		OVER ANN ARBOR RAILROAD	BRIDGE - APPROACH WORK			CON			
WASHTENAW	I-94		I-94 OVER ANN ARBOR RAILROAD	BRIDGE - OVERLAY- DEEP	0.000		CON			
WASHTENAW	M-52 (MAIN STREET)		OLD US-12 TO SIBLEY ROAD	ROAD - MILL AND RESURFACE	1.231	CON				
WASHTENAW	US-12 (MICHIGAN AVENUE)	BM III	ROEHM ROAD TO SCHILL ROAD	PASSING RELIEF LANES	1.650	CON				
WASHTENAW	US-23		OVER HURON RIVER AND CONRAIL RAILROAD	BRIDGE - APPROACH WORK		CON				
WASHTENAW	US-23		US-23 NORTHBOUND OVER CONRAIL AND HURON RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				
WASHTENAW	US-23		US-23 SOUTHBOUND OVER CONRAIL AND HURON RIVER	BRIDGE - OVERLAY - DEEP	0.000	CON				

185.292

## 2002-2006 FIVE YEAR PLAN

University Region	County	Route (Name)	BMI	Location	Type of Work	Length	2002	2003	2004	2005	2006
<b>Committed Capacity Improvement</b>											
WASHTENAW	I-94			AT ZEEB ROAD WEST OF ANN ARBOR	INTERCHANGE REDESIGN AND UPGRADING	0.600	PE, ROW, CON				
WASHTENAW	I-94			AT BAKER ROAD WEST OF ANN ARBOR	INTERCHANGE REDESIGN AND UPGRADING	0.500	PE, ROW	CON			
INGHAM	M-43			EAST OF DOBIE ROAD TO CORNELL ROAD	ADD LANE(S)	0.920	ROW, CON				
JACKSON	M-50			BOARDMAN ROAD TO NORTH STREET, JACKSON	ADD LANE(S)	0.801	PE, ROW, CON				
LIVINGSTON	M-59		BMI	I-96 TO US-23	STUDY	12,000	EPE				
LIVINGSTON	M-59			EAST OF I-96 TO BOOTH STREET	RECONSTRUCT AND ADD LANE(S)	4,201	PE, ROW	PE, ROW	CON	CON	
LIVINGSTON	M-59		BMI	BOOTH STREET TO WHITMORE LAKE ROAD	RECONSTRUCT AND ADD LANE(S)	8,000	PE	PE, ROW	CON	CON	
LIVINGSTON	M-59			I-96 EAST TO US-23 INCLUDES INTERCHANGE AT US-23	GENERAL MISCELLANEOUS	13,000	ROW	ROW	ROW		
LIVINGSTON	M-59			AT US-23 INTERCHANGE	STUDY	0.000	PE	PE, ROW	ROW, CON	CON	
CLINTON	US-27			AT I-96/M-21	LANDSCAPING	0.000	PE	CON			
						40.022					
<b>Capacity Improvement Research</b>											
MONROE	I-75BR			I-75 NORTHWESTERLY TO M-125	ADD LANE(S)	1,850	EPE	EPE	EPE	EPE	
JACKSON	I-94			M-60 TO SARGENT ROAD, JACKSON	ADD LANE(S)	9,010	EPE				
LIVINGSTON	I-96			AT LAKE CHEMUNG , AND NEW INTERCHANGE AT LATSON	INTERCHANGE REDESIGN AND UPGRADING	0.000	PE				
WASHTENAW	US-12			SALINE EAST CITY LIMITS TO MUNGER ROAD	RECONSTRUCT AND ADD LANE(S)	6,500	EPE	EPE			
WASHTENAW	US-23		BMI	I-94 TO I-96	RECONSTRUCT AND ADD LANE(S)	25,679	EPE	EPE	EPE	PE	
CLINTON	US-27			ST. JOHNS TO ITHACA	STUDY	7,062					
						50.101					